

## Interim Zoning Ordinance for Central Corridor: University Avenue Task Force Recommendation of 5/17/07

|  | <b>Task Force Recommended Interim Zoning Ordinance</b>  |
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| <b>Area It Applies To</b>              | “Area of Change” as defined in the Central Corridor Development Strategy, from Marion St. west to the border with Minneapolis. The task force has recommended a couple of minor boundary changes to this area, including: deleting the properties south of Fuller Ave. either side of Dale St.; adding the KSTP property north of University Ave. near the Minneapolis border; and adding the narrow strip of properties east of Highway 280 and south of Franklin Ave. The interim overlay requirements would apply to all properties within the interim overlay area. However, for some requirements, there are somewhat different requirements that apply to properties within station areas than those outside of station areas within the interim overlay. Station areas are defined as ¼ mi. from proposed stations <u>within</u> the interim overlay area. See attached map. |
| <b>Floor Area Ratio (FAR)</b>          | Minimum 1.0 FAR at station areas (1/4 mi.); min. 0.5 FAR elsewhere. Allow public gathering, landscaped, public art, and outdoor seating areas to count toward building square footage in calculating the FAR. Exempt industrially-zoned land between Prior and Vandalia from the minimum FAR.   |
| <b>Building Heights</b>                | 2 story minimum at station areas (within ¼ mile).   |
| <b>Building Setbacks</b>               | 0 - 10 ft. from front property line for commercial and mixed-use buildings; setback area to include landscaping, tables, seating or other pedestrian amenities. The St. Anthony Ave. frontage should be exempted from the maximum setback requirement. Development along the St. Anthony frontage road may be oriented to other streets, including the interior east-west streets.  |
| <b>Parking Requirements</b>            | Non-residential uses: 60% minimum to 85% maximum of the regular Zoning Code parking requirements. The maximum may be exceeded if the parking spaces are structured (ramp, deck, underground, or within a building). Residential: max.1.0 space/unit unless structured. No minimum requirement.  |
| <b>Parking Placement</b>               | Parking must be in back, interior side yard, below grade, or within a building. Interior side yard surface parking fronting on University and in station areas with frontage on other streets may not exceed 2 rows of parking with a drive aisle between. St. Anthony Avenue frontage is exempted from this requirement.   |
| <b>Use Restrictions</b>                | No new auto sales and rental, auto repair, auto service station, auto convenience market, auto specialty store, or car wash uses at station areas (1/4 mile). New drive-throughs within station areas (1/4 mi.) would be allowed as regulated by TN2 zoning, which allows one drive-through lane to the side or rear of a building, with banks being allowed up to 3 drive-throughs.  |
| <b>Design Requirements</b>             | Define the interim overlay area as a pedestrian-oriented commercial district and apply the design standards under current Sec. 63.110 (c) of the Zoning Code (attached).  |
| <b>Additions to Existing Buildings</b> | Existing buildings in the corridor may be expanded without fully meeting the requirements of the interim overlay, as long as the expansion or addition does not make the total structure less conforming than previously.   |

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| <b>Applicability of Interim Zoning to Projects that have Applied for City Approvals</b> | The proposed Home Depot project on Pascal for which an application has been made for site plan approval, is explicitly exempt from the new requirements. In addition, any project that has applied to the City for site plan approval, building permits, or other approvals by the date the overlay goes into effect will not be covered by the new regulations. |
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### Terms

**Floor area ratio (FAR).** The total floor area of all buildings or structures on a zoning lot divided by the area of said lot.

**Building setback.** The number of feet the front façade of a building is set back from the front property line.

### Process

The University Avenue Central Corridor Task Force recommendation for interim overlay zoning requirements will be forwarded to the Mayor and City Council for their consideration. Under Minn. Statutes 462.355, Subd. 4, a municipality has the authority to adopt interim ordinances to regulate development while a planning study is underway. Such interim ordinances can only be put in place for up to one year. An interim ordinance can be implemented upon approval of a City Council intent resolution and first reading of the ordinance. A public hearing would be held at the third reading of the ordinance, with final adoption at the fourth reading. The resolution approved at the first reading serves as a “bridge”, allowing the City to immediately enforce the interim regulations until the ordinance becomes effective.

### **Excerpt from City of Saint Paul Zoning Code – Chapter 63, Regulations of General Applicability**

#### **Sec. 63.110. General design standards.**

The following design standards shall be used in site plan review, as applicable, unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable.

(a) New development shall relate to the design of adjacent traditional buildings, where these are present, in scale and character. This can be achieved by maintaining similar setbacks, facade divisions, roof lines, rhythm and proportions of openings, building materials and colors. Historic architectural styles need not be replicated.

(b) Primary building entrances on all new buildings shall face the primary abutting public street or walkway, or be linked to that street by a clearly defined and visible walkway or courtyard. Additional secondary entrances may be oriented to a secondary street or parking area. Entries shall be clearly visible and identifiable from the street, and delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features.

**(c) In pedestrian-oriented commercial districts (generally characterized by storefront commercial buildings built up to the sidewalk) the following standards for new construction shall apply:**

- (1) Buildings shall be as close to the sidewalk as practical.
- (2) At intersections, buildings shall "hold the corner," that is, have street facades at or near the sidewalks of both streets.
- (3) Buildings shall have a direct pedestrian connection to the street.
- (4) No blank walls shall be permitted to face the public street, sidewalks, or other public spaces such as plazas.
- (5) Buildings shall have window and door openings facing the street; windows facing parking lots are also encouraged.
- (d) Residential uses at street level shall generally be set back far enough from the street to provide a private yard area between the sidewalk and the front door. Landscaping, steps, porches, grade changes, and low ornamental fences or walls may be used to provide increased privacy and livability for first floor units.
- (e) All rooftop equipment shall be screened from view from adjacent streets, public rights-of-way and adjacent properties. Rooftop equipment shall be screened by the building parapet, or shall be located out of view from the ground. If this is infeasible, the equipment shall be grouped within a single enclosure. This structure shall be set back a distance of one and one-half (1 1/2) times its height from any primary facade fronting a public street. Screens shall be of durable, permanent materials (not including wood) that are compatible with the primary building materials. Exterior mechanical equipment such as ductwork shall not be located on primary building facades.

(f) Attached garages shall be set back at least five (5) feet behind the principal front facade of the building unless topographic conditions or lot configuration make this impractical. Detached garages shall be located consistent with the prevailing pattern on the block or within the neighborhood, unless physical conditions make this impractical.

(g) If transit facilities are needed to serve existing or proposed development, provisions shall be made, where practical, for location of a bus stop or sheltered transit waiting area in a convenient and visible location.

(h) The number of curb cuts shall be minimized, and shared curb cuts for adjacent parking areas are encouraged.